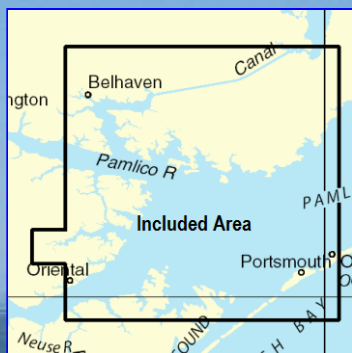


BookletChart™

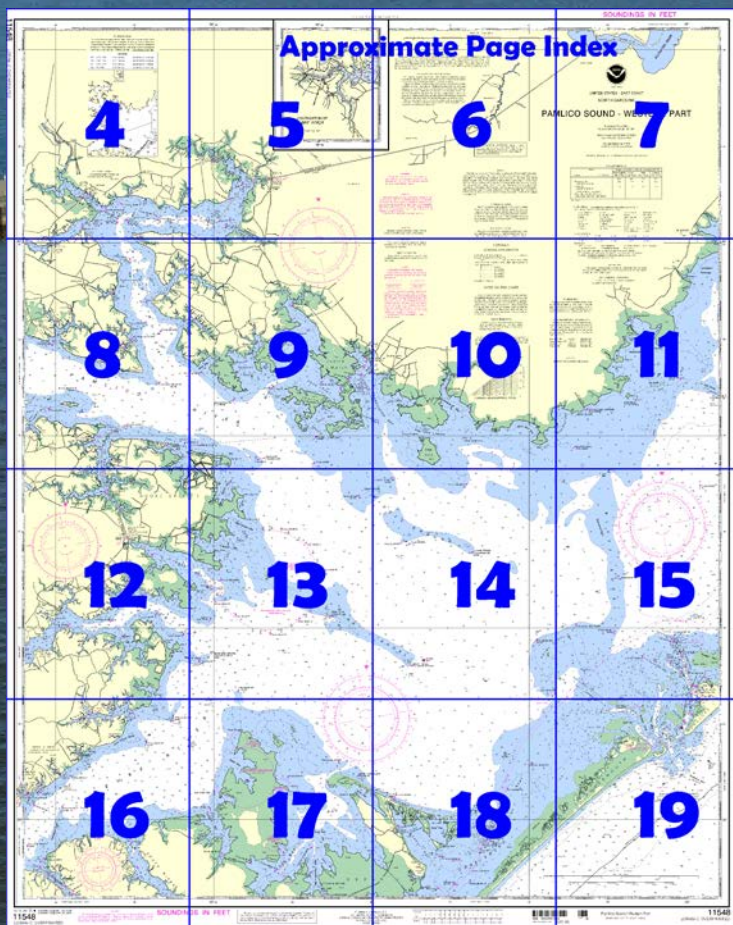
Pamlico Sound – Western Part **NOAA Chart 11548**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11548>.



(Selected Excerpts from Coast Pilot)
Pamlico Sound, the largest body of water in North Carolina, extends from Roanoke Island to Cedar Island. On the east it is separated from the Atlantic Ocean by a narrow barrier beach extending from Oregon Inlet to the southern end of Portsmouth Island. To the west it is joined by the Pamlico and Neuse Rivers, and to the south by Core Sound. It is about 65 miles long and has a maximum width of about 25 miles. Oregon, Hatteras, and Ocracoke

Inlets pierce the narrow beach, giving access to the ocean, but all are blocked by inside bars with little water over them; they are described in another section. **Cape Hatteras National Seashore** and **Swanquarter**

National Wildlife Refuge are Marine Protected Areas (MPA) along Pamlico Sound.

Caution.—Numerous fishtraps, stakes, and pound nets have been reported in Pamlico Sound; some may be submerged. Small craft should use caution when operating outside the main channel. Pamlico Sound Light PS (35°25'29"N., 75°50'01"W.), 35 feet above the water, shown from a skeleton tower on a multi-pile structure with a red and white octagonal-shaped daymark, marks a dangerous wreck, reported covered 12 feet.

The northern and western shores of Pamlico Sound are broken by numerous small bays and two large rivers, Pamlico River and Neuse River. General depths in the middle of the sound are 14 to 24 feet, but shoals extend miles from shore in many places. **Bluff Shoal**, northward of Ocracoke Inlet, has 7 to 12 feet over it and extends completely across the sound. It is marked by a light. A dangerous wreck, reported covered 4 feet, is close northward of the light.

In the exposed parts of the sound, strong winds from any direction raise a short, choppy sea uncomfortable to small craft and even dangerous to open boats; but protected anchorage for small craft can be found in the many bays along the northern shore, and along the southern shore in several sloughs which lead to sheltered berths in the lee of shoals.

Middletown Anchorage and the anchorage in the bight formed by the hook of Royal Shoal can be made either day or night, with caution.

Currents.—Currents are negligible except in the vicinity of the inlets.

Bluff Point Shoal Light (35°19'19"N., 76°07'13"W.), 15 feet above the water, shown from a multi-pile structure with a white and black diamond shaped daymark, marks the end of the shoal making eastward about 1.8 miles from **Bluff Point**. The point, low and marshy, separates **East Bluff Bay** and **West Bluff Bay**, two unimportant bights southwestward of Wysocking Bay. A daybeacon marks the 4-foot shoal 2 miles south-southeastward of Bluff Point. Extending southward from Bluff Point is a large area of shoal water, a tongue of which, called **Bluff Shoal**, extends completely across Pamlico Sound. Depths of Bluff Shoal are 7 to 12 feet. A light is near the middle of the shoal. Close northward of this light is a wreck reported covered 4 feet. A 12-foot slough through the shoal is about 1 mile northward of the light.

Juniper Bay, on the north side of Pamlico Sound 4 miles westward of Bluff Point, is about 1.5 miles wide at the entrance, but narrows gradually toward its head, to a narrow, crooked stream 3 miles above the entrance. Shoals extend from both shores. A light marks the shoal extending from the east point at the entrance. The bay has considerable traffic in small craft with drafts less than 5 feet; these make the passage to and from Belhaven by way of Swanquarter Narrows, Swanquarter Bay, and **The Haulover** to Deep Bay.

Great Island, on the west side of the approach to Juniper Bay, is low and grassy. A light marks the shoal extending southeast from the island. **Swanquarter Narrows**, between Great Island and the mainland to the north, had a reported centerline controlling depth of 5 feet in 1983. A light marks the western entrance to the narrows.

Swanquarter Bay, northwestward of Great Island, is about 2 miles wide at the mouth, but narrows gradually toward its head 4 miles above. Oyster beds are numerous in the bay. A water tank, painted orange, near the northwest end of town in about 35°24.5'N., 76°19.9'W., is reported prominent from the bay.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander
7th CG District
Miami, FL

(305) 415-6800

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

40'

35'

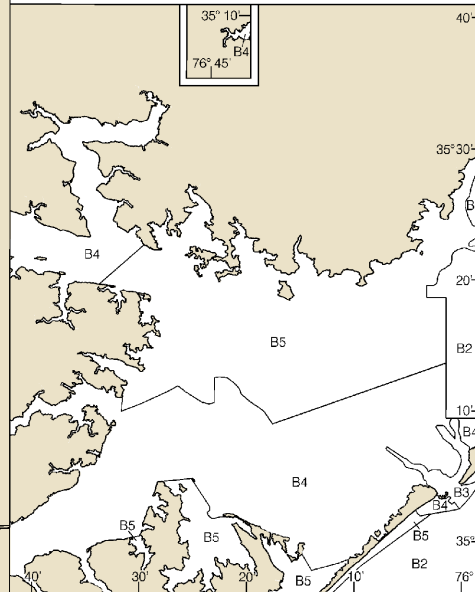
76° 30'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



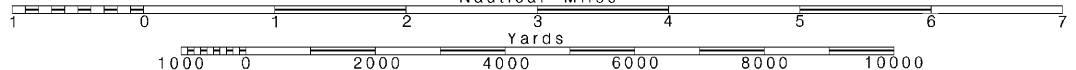
BELHAVEN CHANNEL
A controlling depth of 9 feet was reported along the centerline. May 2000

Joins page 8

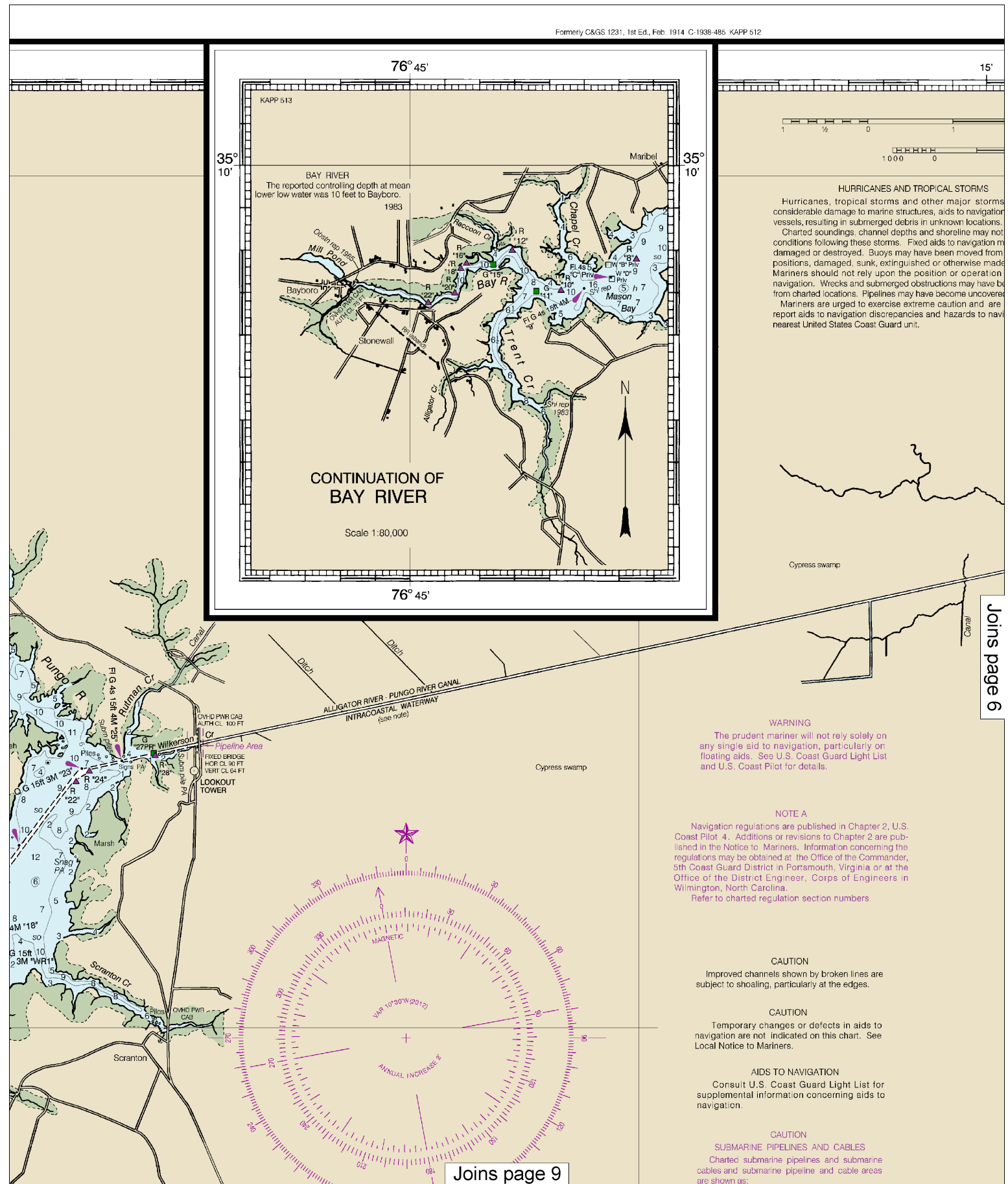
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

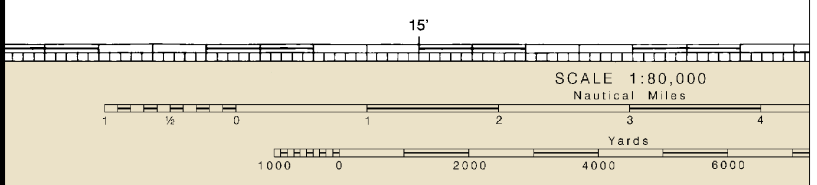
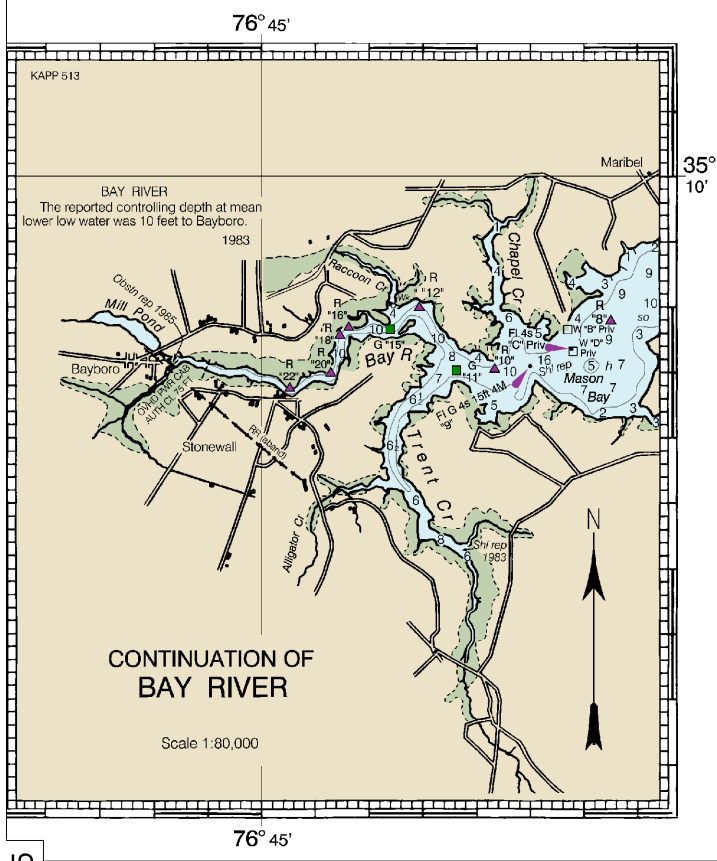
See Note on page 5.



Note: Chart grid lines are aligned with true north.

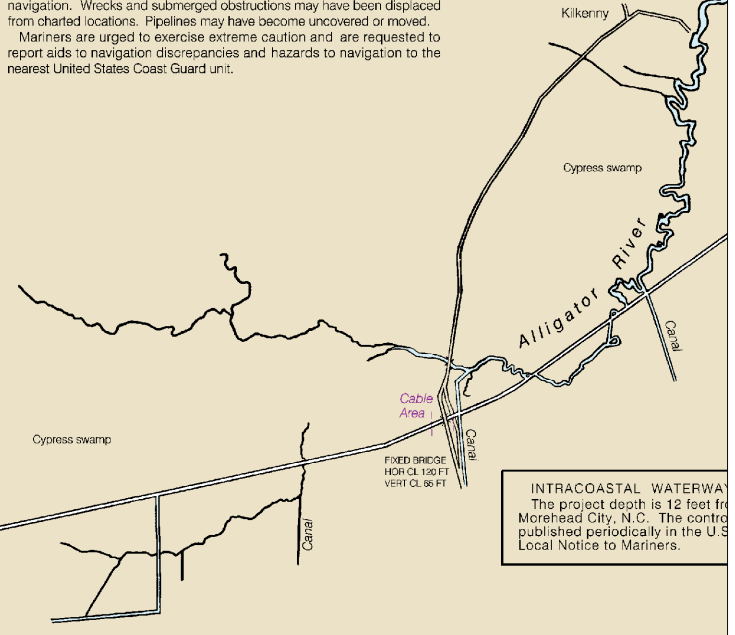


This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



HURRICANES AND TROPICAL STORMS

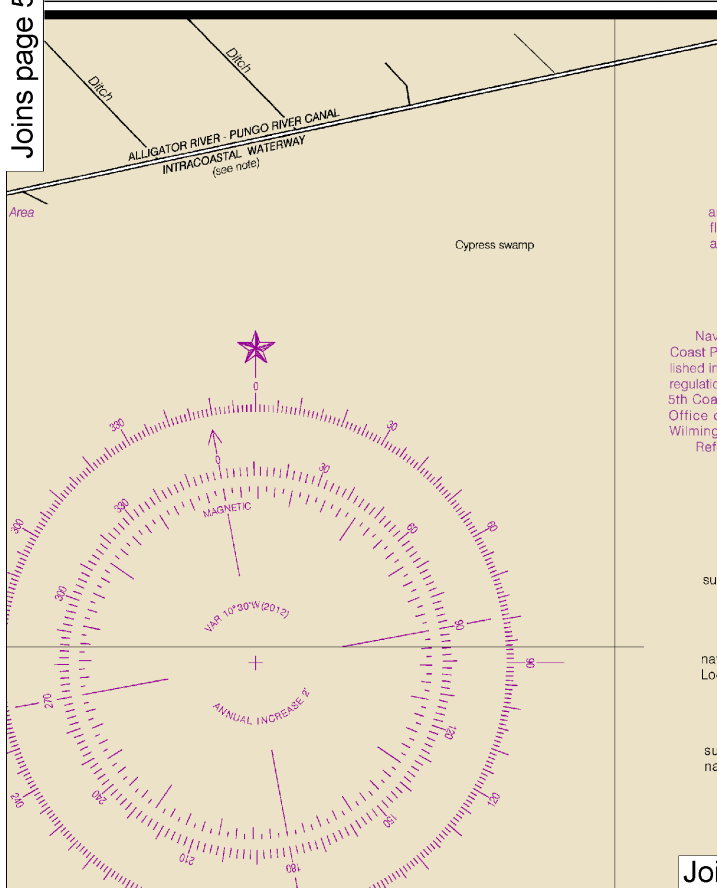
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shorelines may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



INTRACOASTAL WATERWAY

The project depth is 12 feet from Morehead City, N.C. The control published periodically in the U.S. Local Notice to Mariners.

Joins page 5



WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina. Refer to charted regulation section numbers.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cable and cable areas

Joins page 10

NOTE X

Within the 12-nautical mile Territorial Sea, establish some Federal laws apply. The Three Nautical Mile outer limit of the territorial sea, is retained as it contains the limit of the other laws. The 9-nautical mile Natural Resources of Florida, Texas, and Puerto Rico, and the Three Nautical Mile cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile Continental Shelf Exclusive Economic Zone were established by treaty or the U.S. Supreme Court, to modification.

HORIZONTAL DATUM

The horizontal reference datum American Datum of 1983 (NAD 83) purposes is considered equivalent System of 1984 (WGS 84). Geographical to the North American Datum of 1983 an average of 0.602" northward at agree with this chart.

POLLUTION REPORT

Report all spills of oil and hazardous materials to the nearest National Response Center via 1-800-424-8802 or to the nearest U.S. Coast Guard facility. If communication is impossible (33 CFR 15.03-4).

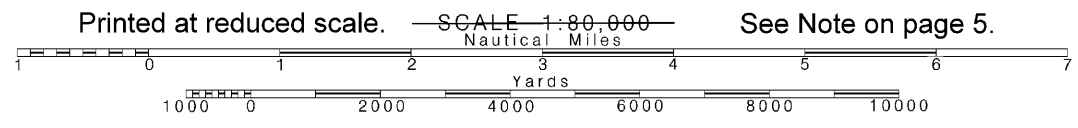
RADAR REFLECTORS

Radar reflectors have been placed on floating aids to navigation. In reflector identification on these omitted from this chart.

NOTE C

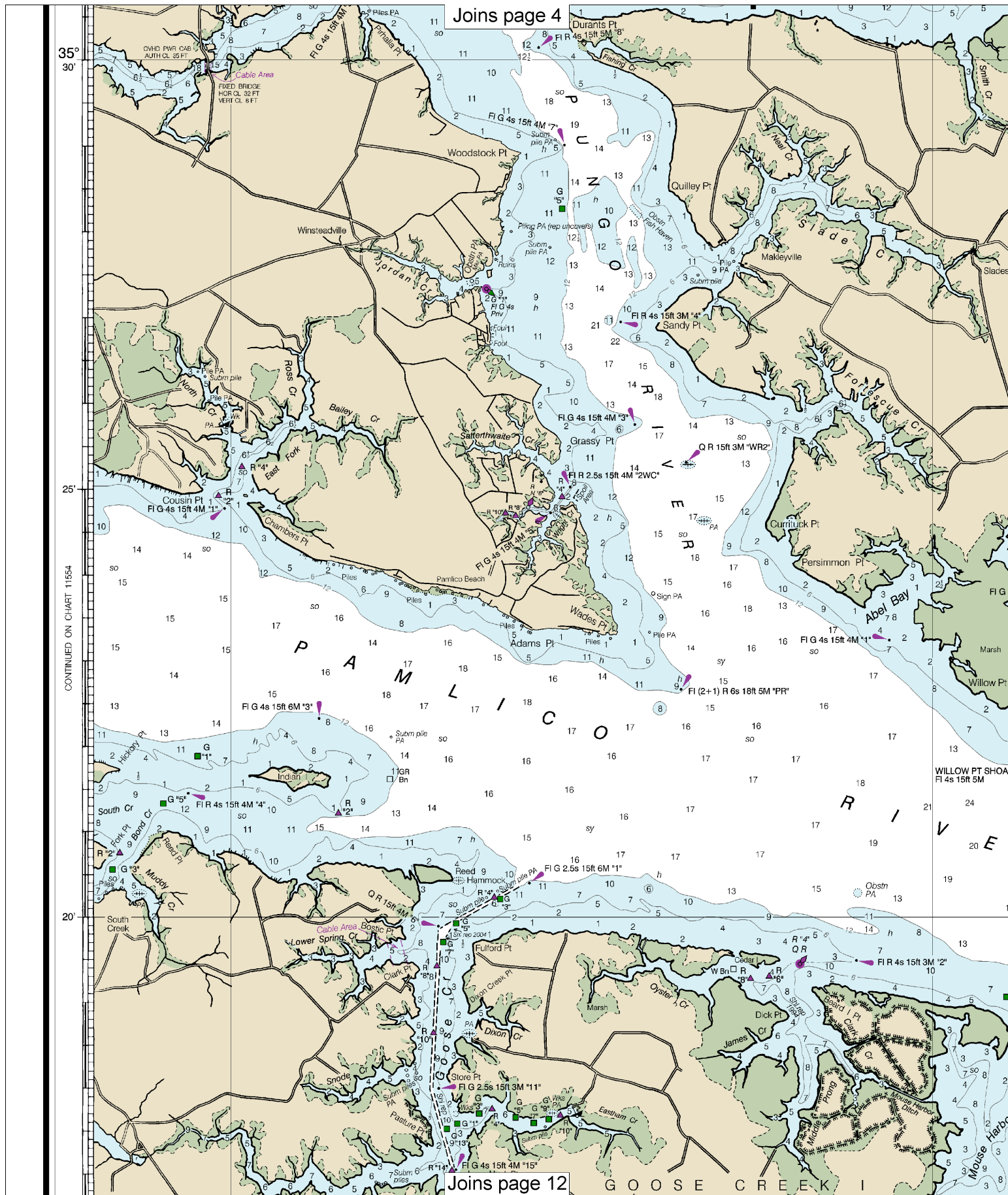
Numerous fish traps and stakes have been placed in the area of this chart; some may be hazardous to small craft. Should use caution when operating in this area.

Note: Chart grid lines are aligned with true north.



See Note on page 5.

Printed at reduced scale.

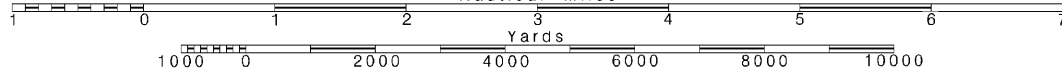


Joins page 12

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

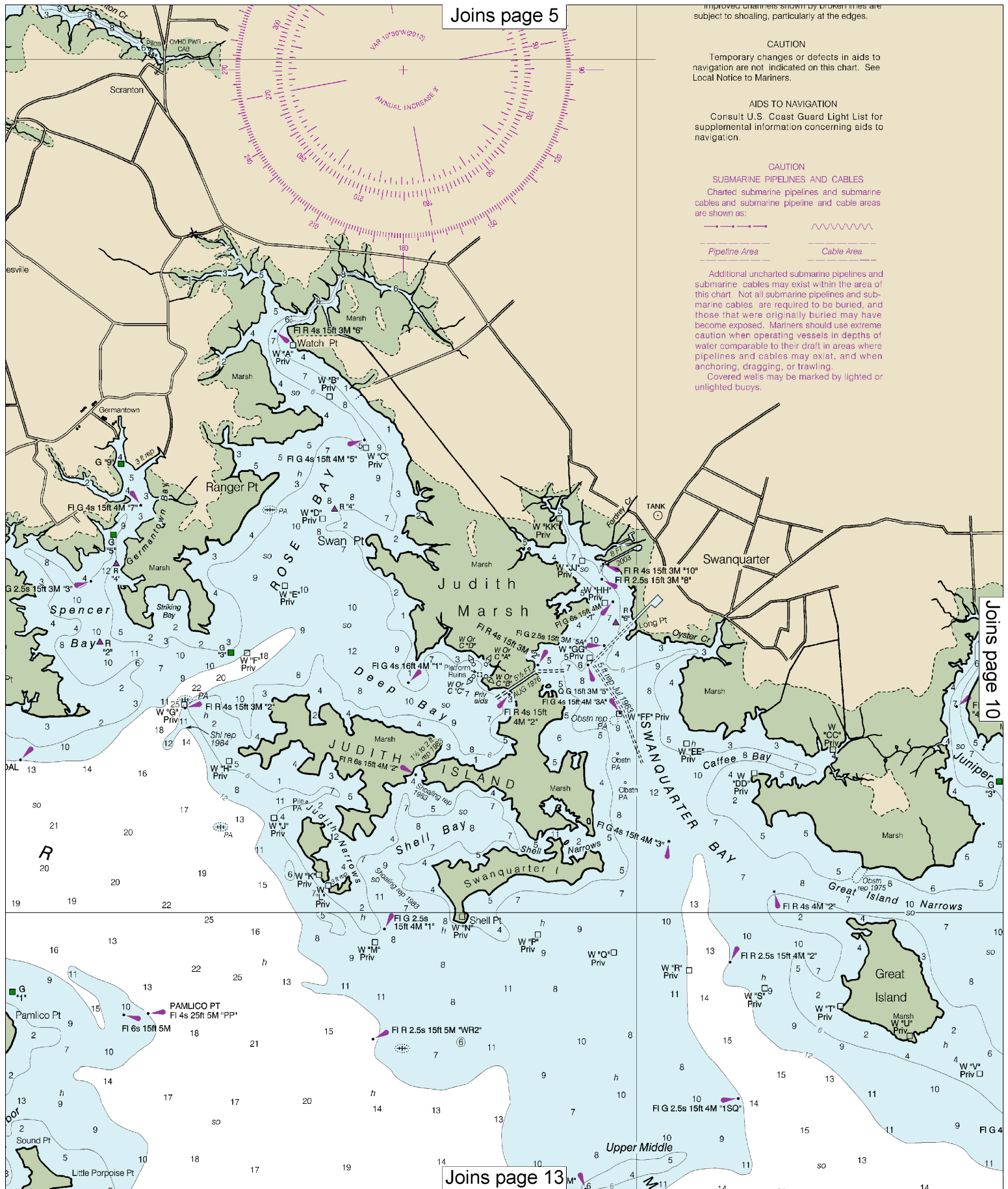
CAUTION

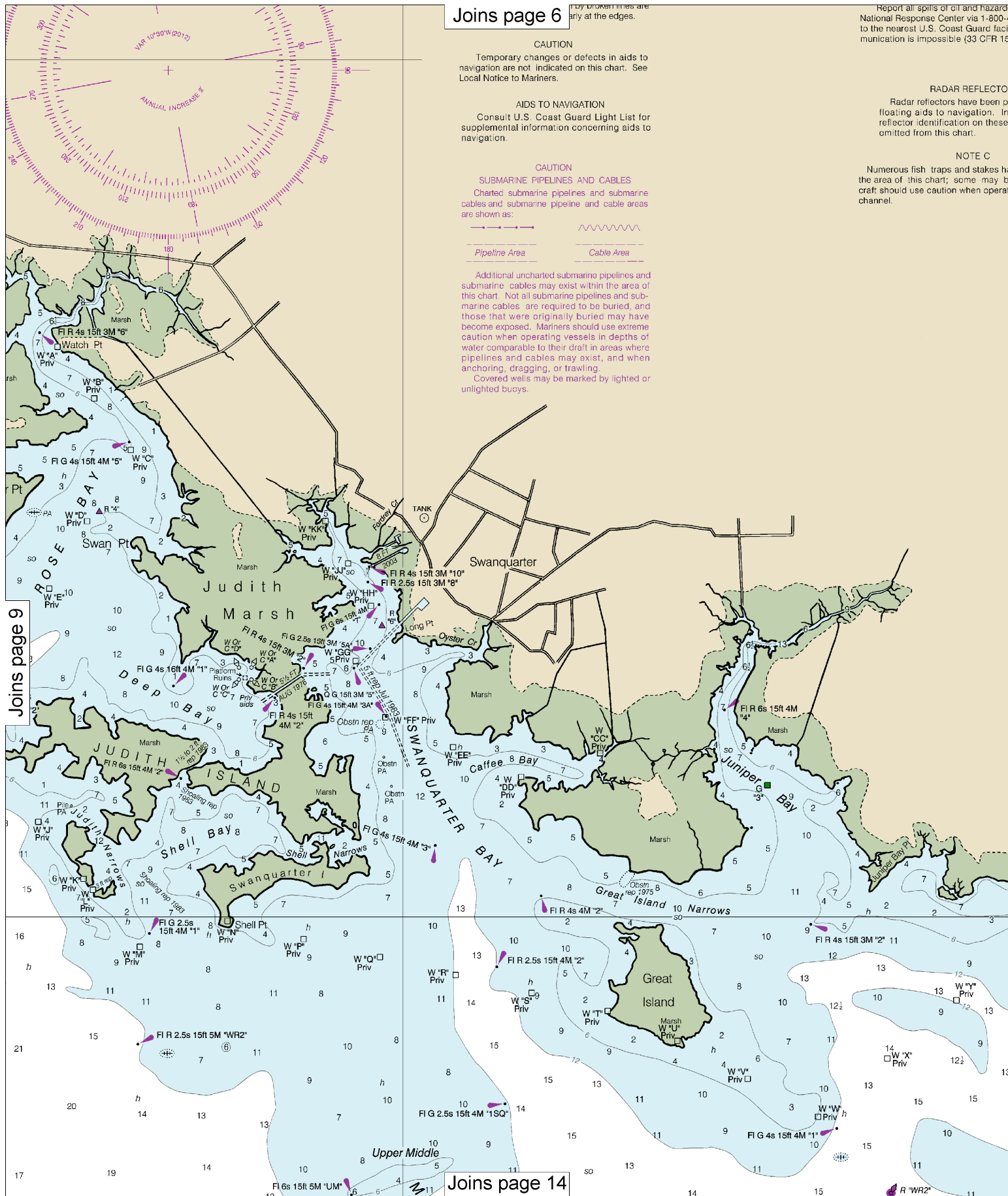
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.





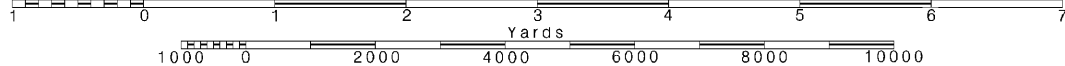
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



FOR
placed on many
Individual radar
se aids has been

have been reported in
be submerged. Small
rating outside the main

Blds boulders	Co coral
bk broken	G gravel
Cy clay	Grs grass

AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: --- --

Joins page 15

peacock 7 yellow

so soft
Sh shells
sy sticky

Engelmar

35°
30'

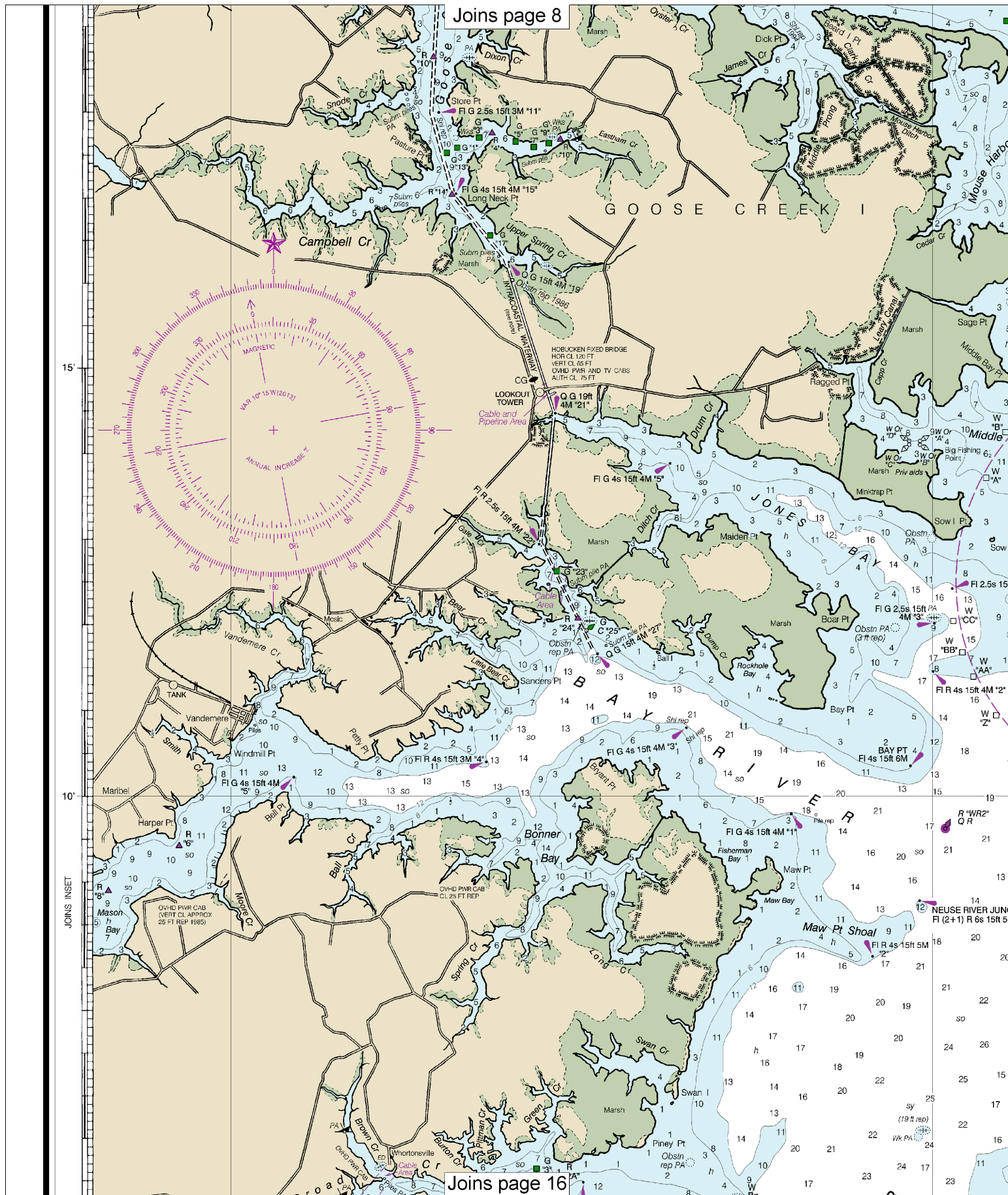
25'

4 20'

CHART 11555

11

Joins page 8



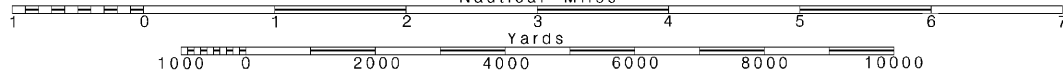
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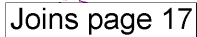
Note: Chart grid lines are aligned with true north.

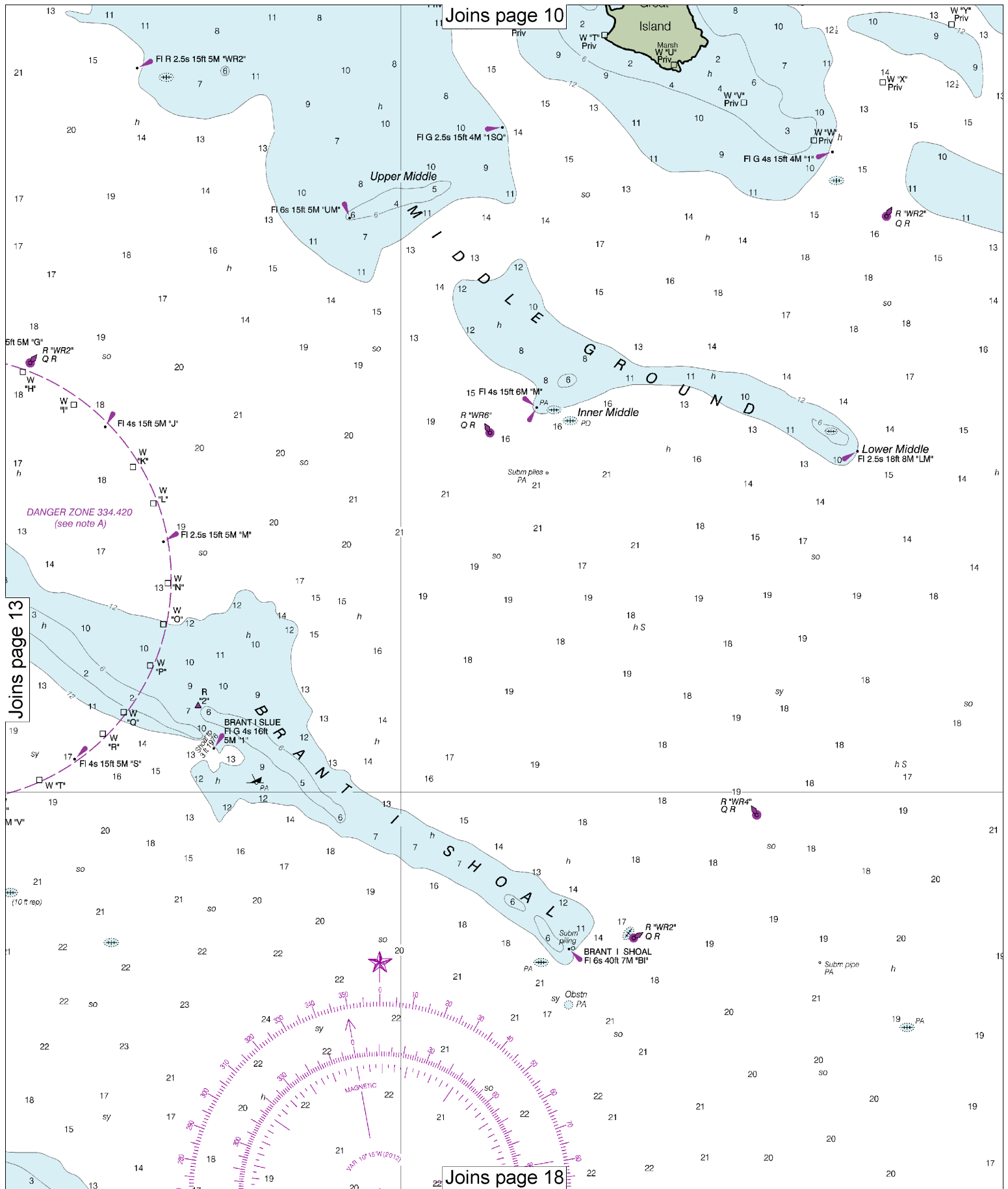
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SCALE 1:80,000
Nautical Miles

See Note on page 5.







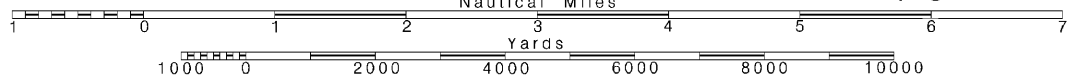
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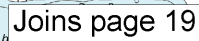
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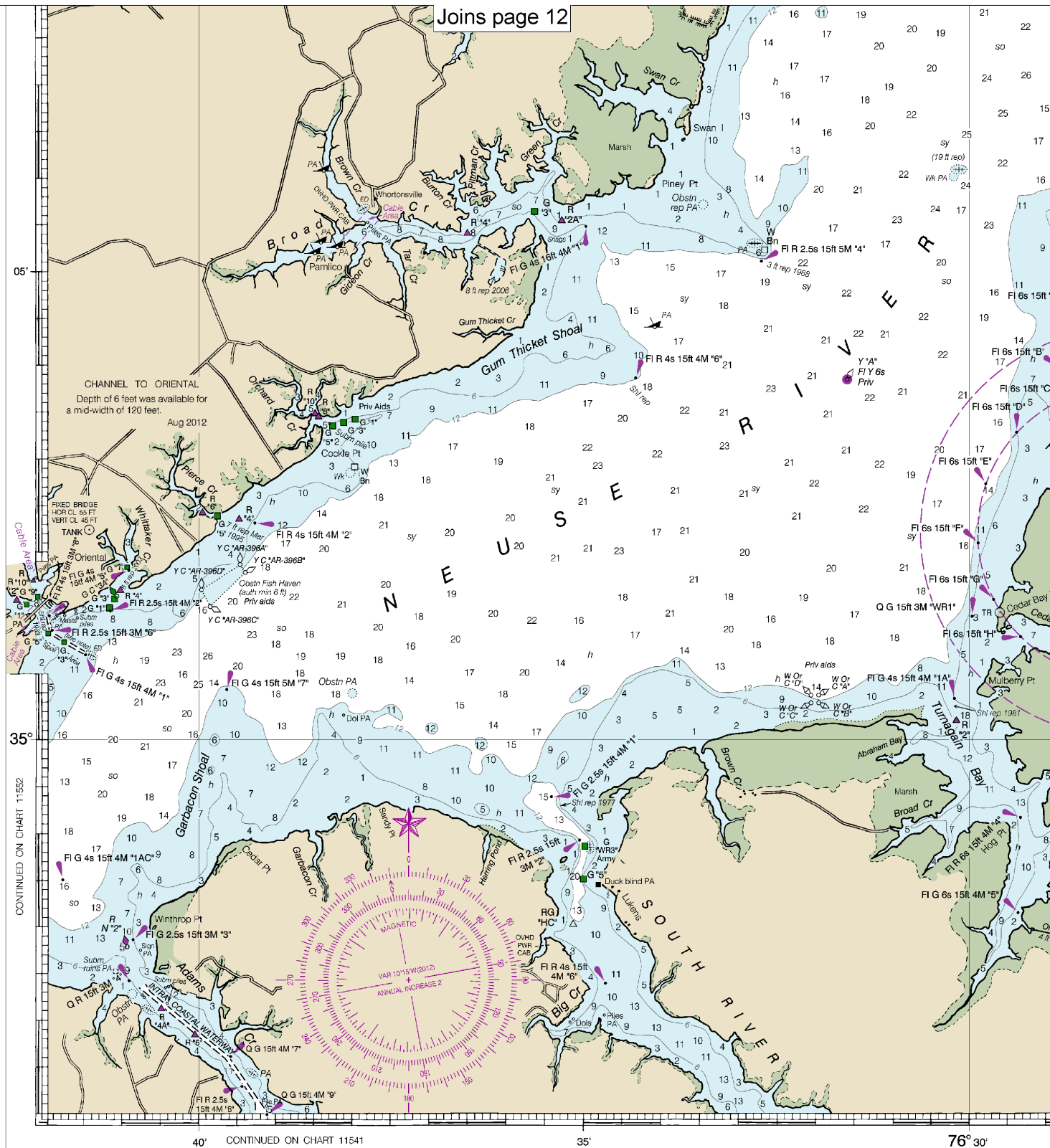
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







11548

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at: nauticalcharts.noaa.gov.

Last Correction: 4/29/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

SOUNDINGS IN FE

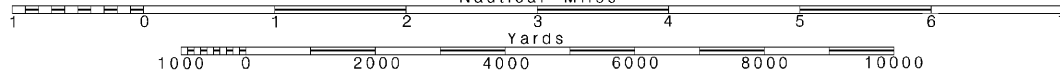
16

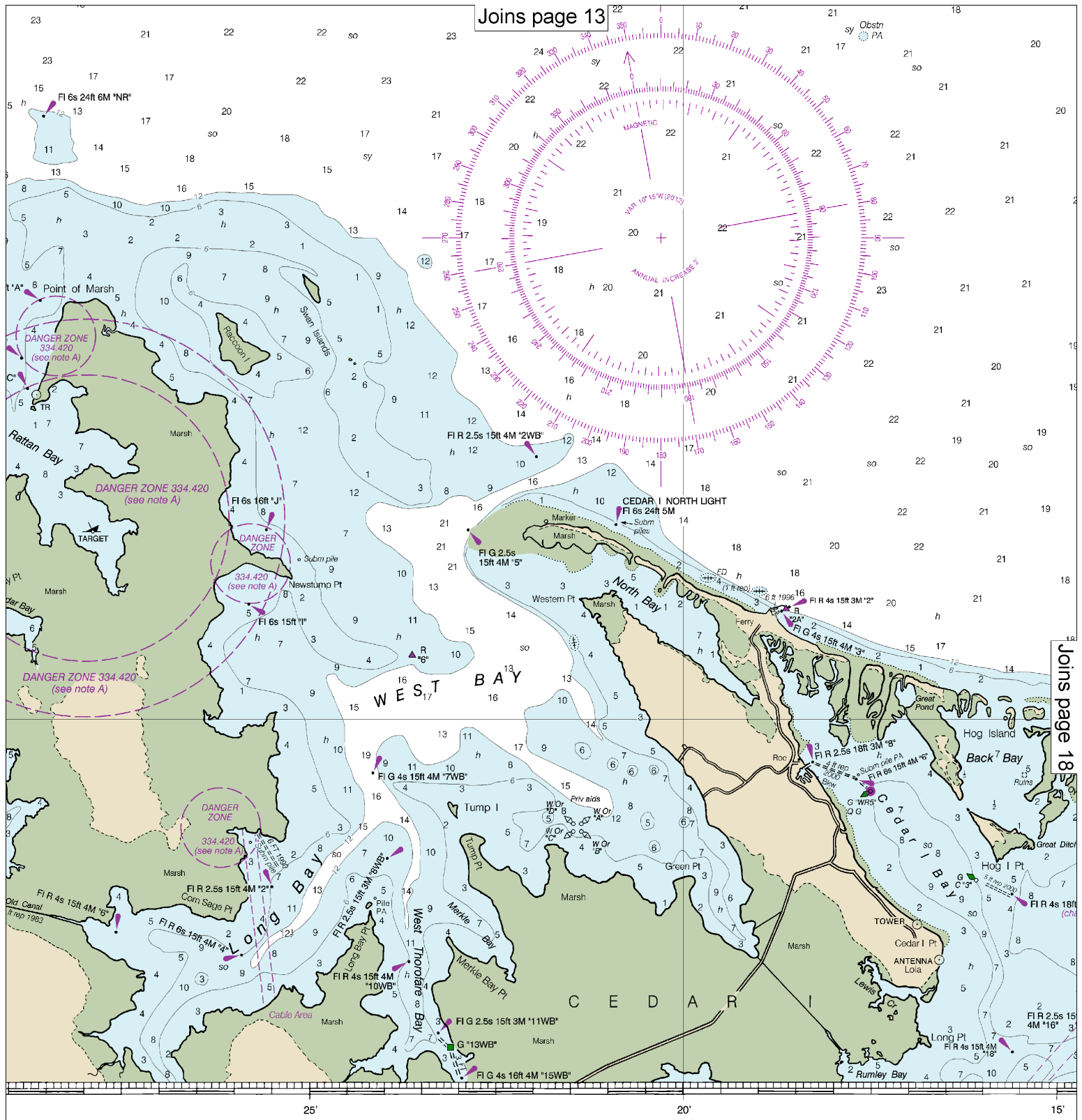
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:80,000~~
~~Nautical Miles~~

See Note on page 5.





Joins page 13

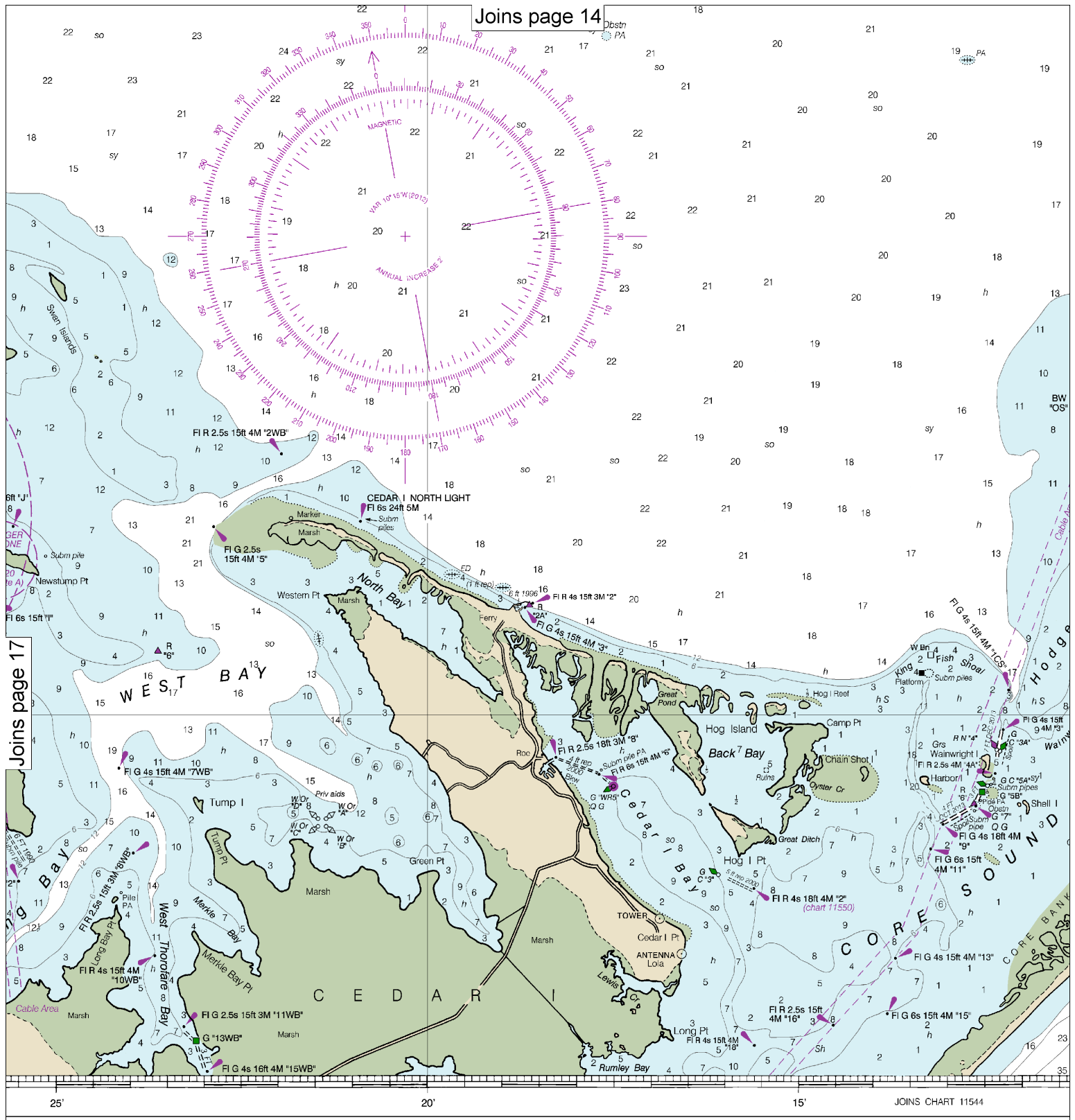
Joins page 18

FEET

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



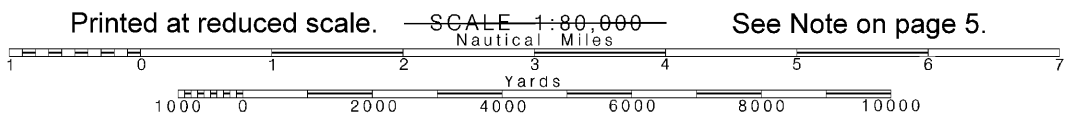
omit inquiries, discrepancies or comments
nauticalcharts.noaa.gov/staff/contact.htm.

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

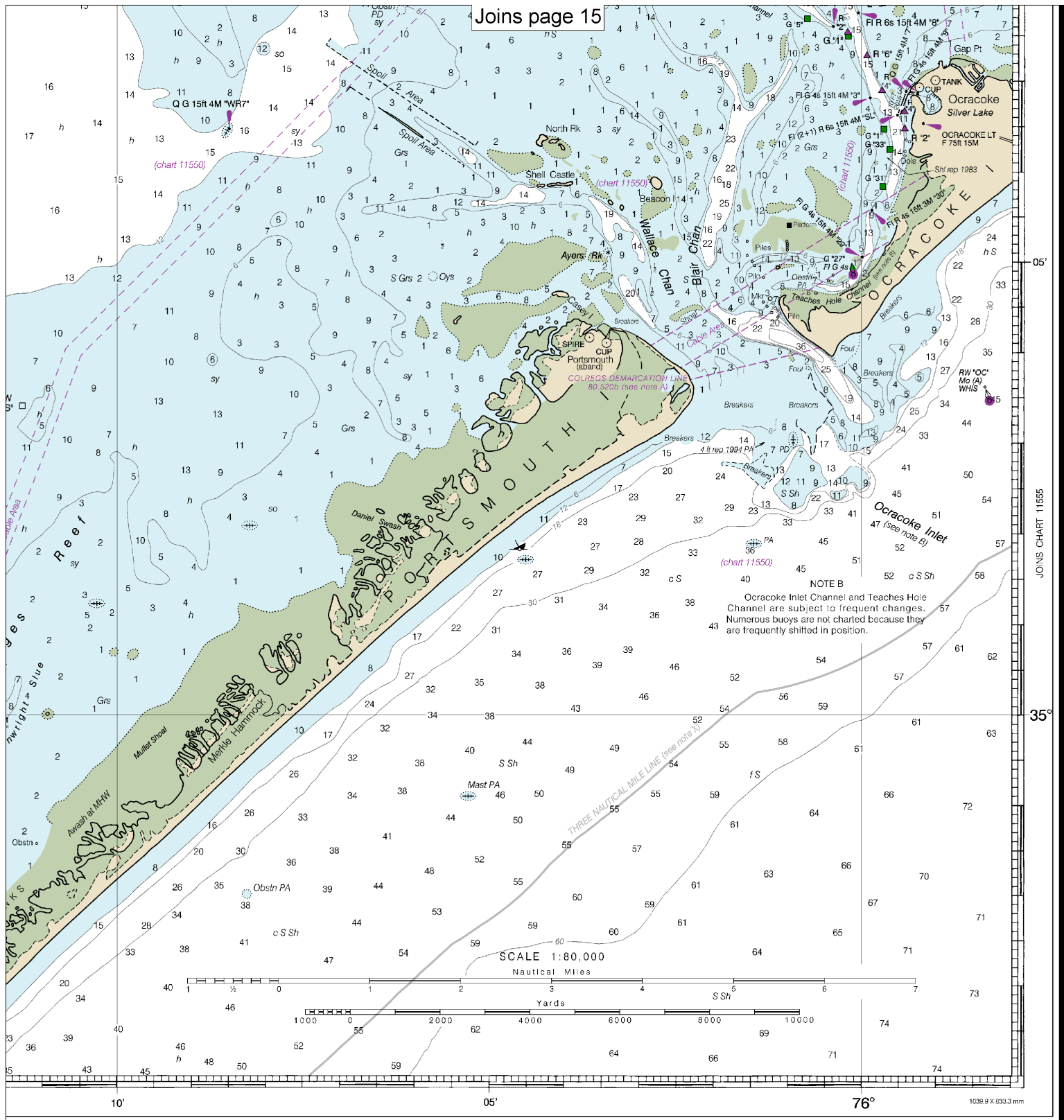
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

18

Note: Chart grid lines are aligned with true north.



See Note on page 5.



Pamlico Sound - Western Part
SOUNDINGS IN FEET - SCALE 1:80,000

11548



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.